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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicants: Roger R. Lesieur et al

Serial No.: 10/042,056

Filed: January 10, 2002

For: "Method for Desulfurizing Gasoline or Diesel Fuel for Use in a Fuel Cell Power Plant"

Docket No.: C-2373 Cont.

Group: 1764

Examiner: N. Priesch

**PRELIMINARY AMENDMENT 2**

Hon. Commissioner of Patents and Trademarks  
Washington, D.C. 20231

Dear Sir:

This is responsive to the Notice of Omitted Items dated February 27, 2002. Please amend the above-identified application as follows.

**IN THE SPECIFICATION:**

Please rewrite the "Brief Description of the Drawings" paragraph which bridges pages 5 and 6 as follows:

**Brief Description of the Drawings**

FIG. 1 is a graph of the result of a short (seven hour) desulfurizer bed test run with three different modified formulations of California Certified Gasoline showing the sulfur level in parts per million (ppm) at the reactant bed exit for the various gasoline formulations, versus the test run operating time in hours;

FIG. 2 is a graph of the results of a longer desulfurizer bed test run (about four hundred eighty five hours) with unmodified California Certified Gasoline showing the sulfur level in the gasoline in ppm at the nickel reactant bed exit, versus the operating time in hours;

FIG. 3 is a graph of the results of the same desulfurizer bed test run shown in FIG. 2, but showing the oxygenate level in the gasoline, in percent by weight, at the reactant bed exit, versus the test run operating time in hours;

FIG. 4 is a graph of the result of a desulfurizer bed test run with a commercially available gasoline showing the sulfur level in ppm at the nickel reactant bed exit versus the operating time of the desulfurizer in hours;

FIG. 5 is a graph of the result of several different duration desulfurizer bed test runs using different modified formulations of California Certified Gasoline, one with, and one without